MF Ancillary Equipment

MSgt David P. Turne

Agenda

- Legacy Generator Status
- TQG Status/TQG Preservation/Rework Facility
- TQG Problems
- TQG Training
- MMG-1A/Next generation 400Hz generator
- Ancillary Equipment
- Environmental Conditioning Units (ECUs)

Legacy Generators

- Legacy Generator Sundown guidance 281654Z JUL 08
  - MEP-105A
    - 2 in MFTool (Both in OEF)
    - If NRFU, DRMO and supply requisite paperwork
  - MEP-009A
    - 1 in MFTool (One at CNATTU N.I)

TQG Distribution

- All TQGs have been delivered/fielded
  - (179) MEP-807A 100kw
  - (204) MEP-809A 200kw
- (15) MEP-807A stored at Maintenance Center Albany (MCA)
- (67) MEP-809A stored at MCA
- (11) en route from OEF for rework/analysis

Load Banks/E-tools

- Load Banks
  - FW rates 6
  - RW rates 4
- E-Tools
  - Most rate 3

TQG Preservation/Rework Facility at MCA

Last year, you seen the ground breaking

TQG Preservation/Rework Facility at MCA

This year, we're open for business!!

TQG Preservation/Rework Facility at MCA

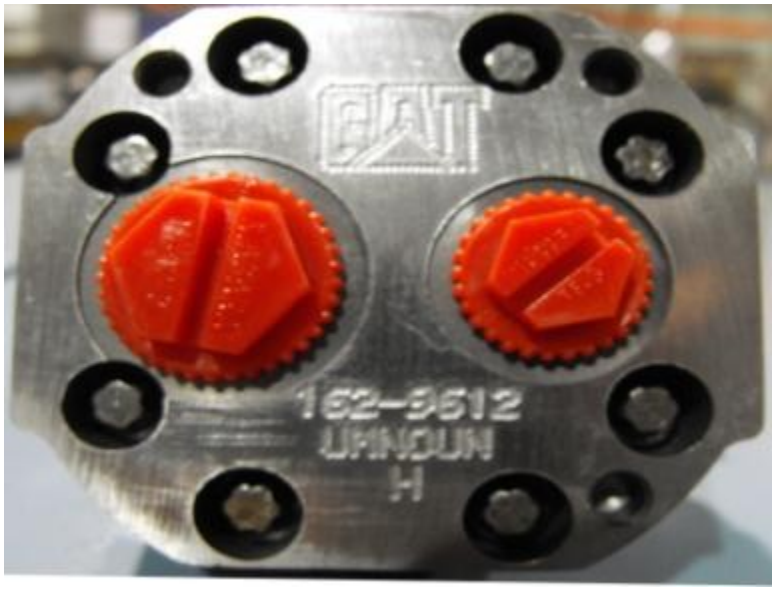
- Funded out of baseline funding for status check and preservation of (84) TQGs this year….
- Plan for upwards of 200 plus TQGs to be stored
  - Dependant upon increase in baseline funding……..
- Goal
  - Reduce Fleet Workload from maintaining “unused” assets
  - Extend Life of Generators
  - Reduce Fleet Footprint of on-hand assets

TQG Problems

- Corrosion
  - Action Item submitted at MEPP Conference and being investigated by their engineering team
  - Publications lack both tan and green paint data, requested fleet to submit TPDR
    - Army Mobile Electric Power (MEP) Program Management owns the pubs

TQG Problems

- MEP-807A 100kw Fuel pump issue
  - Reports primarily from “sandbox” is that gens with less than 1500 hours are failing for fuel pumps
  - Ongoing discussions for path forward with CAT and MEP Program
  - Proposed possible SEB for one time inspection of pump assy
    - Good pump assy is identified by verifying that the 162-9612 Fuel Transfer Pump (part of 162-9608 HEUI Pump GP; NSN 2915-01-521-8527) has an “H” engraved under the part number as shown. All pumps marked with the “H” are known good pumps.



Generator Training

- TQG maintainer pilot course completed in March of 2011
  - Fleet representation from both MARFORCOM and MARFORPAC
  - Thank you Marines!!!
- Full training pending final approval of course curriculum
- GSE Training track still has requirement to teach legacy generator training due to IMRL still has legacy generators in inventory

MMG-1A Generators

- MF Program Office is no longer re-working MMG's
- MF Program Office was taking legacy IMRL assets and backfilling MF Program holes…
  - Putting a band aid over the issue and masking the real problem
  - No longer taking IMRL assets

We need to drive a shortage to help justify our funding case to procure next gen 400 Hz generator!!

Next Generation 400Hz Generator

- Trying to go to Static Mobile Frequency Convertor (SMFC)
  - Same model as PMA-260 / IMRL procured in order to maintain commonality, etc
  - Already in fleet to support aircraft, but no instructions available for conversion to use on MFs
  - Projection shows a plus up in FY12 to procure approx (35) SMFCs……..

Assuming we actually get that money, have not been told we are not getting

Ancillary Equipment

- ECU-108 Frequency Convertors
  - Does the Fleet want/need any???
  - We have them, other wise we are going to DRMO

Ancillary Equipment

- ECU Recovery Units
  - SERD'd
    - RW numbers not reflecting in SERMIS
      - In work on correcting……
  - 3 per MALS except M-13 rates 6
    - Is this right???
    - Also TBA item….
  - MF Program Office procured first 24
    - Under MILSTRIP doc, no way to verify what serial number issued to what unit
    - Gain units currently owned
    - More procurements to follow……if funding permits
  - Replacements go through IMRL

Ancillary Equipment

- ECU Recovery Units (con't)
  - Need to clearly mark which units will be used with R-22 and R-134 Freon
  - **CAN NOT switch between two refrigerants without full cleaning/purge**
  - **Fittings are the same between R-22 and R-134…..**

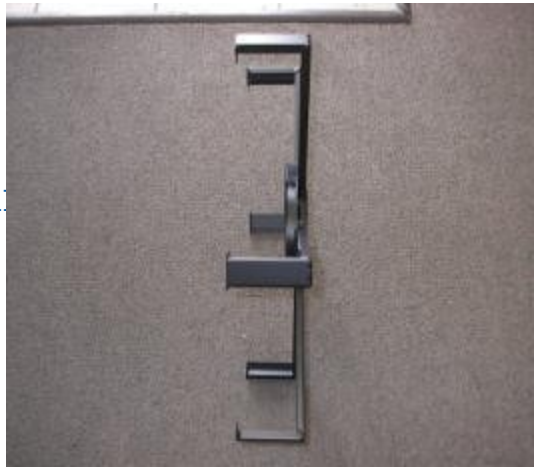
SEC 5824 R-134A ECU Wiring Upgrade

- TD released March 2010
  - Includes Legacy MFs and MFs that do not require the TD.
    - Every request is reviewed and approved for issue by MF Program Office
      - Need help from fleet MFCs to work closely with TD coordinator when screening/requesting kits
      - Work younger MFs back towards older with hopes of not having to do older MFs over time, saving $$$
    - If deviation is required, contact MSgt Turner
    - MF Program Office tracking which MFs had kits issued
      - **Use kits in MF requested for……**
    - Notify Program Office if kits received missing parts as well as following appropriate QDR process

R-134A Environmental Conditioning Units

- We know there have been issues, appreciate the Fleet's support in helping resolve issues
- Testing wrapping up on new ECU-134 Lower fan blade
  - MALS-14….Thank You!!

procu… start…re……



R-22 Environmental Conditioning Units

- Program recently received EI out of MALS-12 for R-22 ECU
  - Findings discovered that this ECU was a “hybrid” ECU…..
    - Built with R-22 and R-134 parts
      - Compressor, piping, reversing valve all R-22 peculiar parts, everything else is R-134 (Control Box, Indoor blower fan…..)
      - Hybrid ECU requires new digital thermostat
  - Approx 150ish in inventory
    - Inventory came from DLA sparing contracts and other Program contracts (PMA-213/SPAWAR; Precision Approach Radar Program)
    - These other Programs have procured same make and model ECUs as MF Program based on the logistics elements were already in place (pubs, NSN’d, Supply system support, etc)
  - Working with Snowbird to get logistics data so we can update pubs with this hybrid type data…..

Robert Shaw Digital Thermostat

- Currently, pubs/process does not authorize new digital thermostat used with R-134A to be used with R-22 ECU (non-hybrid R-22)
- Working with Loggies to authorize new thermostat to be backwards compatible
- May generate a TD, but working to just update the publication for use on code
- Does it occur today……YOU BET YA'!!! Is it right….not exactly
- We're working to make it right and provide that backwards compatibility……More to come…….

ECU / Recovery Unit Training

- Curriculum has been reviewed by “C” school SMEs and changes are being incorporated
- Next up is forwarded through approval chain and up to NETC for final approval
- Planned R-134A maintainer pilot course planned for Aug
  - Working to get Fleet attendance as pilot course

Questions

MOBILE FACILITY PROGRAM
MFP
THE FINEST ★ ANYTIME ★ ANYPLACE
IN OMNIA PARATUS
www.mobile-facilities.com